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From: Dave Dickerson/R1/USEPA/US

To: "Craffey, Paul (DEP)" <Paul.Craffey@state.ma.us>

Delivered Date: 03/27/2009 03:32 PM EDT

Subject: Re: City Dredging- Scow Dump Observation (oil sheens)

sounds good - see if you can have them prepared with sufficient oil booms, and have the booms pre-placed around the CAD cell (down current)

▼ "Craffey, Paul (DEP)" <Paul.Craffey@state.ma.us>

"Craffey, Paul (DEP)" <Paul.Craffey@state.ma.us> 03/27/2009 03:17 PM		
	To	Dave Dickerson/R1/USEPA/US@EPA
	cc	
	Subject	City Dredging- Scow Dump Observation (oil sheens)

I will be at the dredging this weekend. I will try to be there during the dump.

-----Original Message-----

From: dickerson.dave@epamail.epa.gov
[mailto:dickerson.dave@epamail.epa.gov]
Sent: Friday, March 27, 2009 3:07 PM
To: Craffey, Paul (DEP); kristin.decas@ci.new-bedford.ma.us
Cc: Catri.Cynthia@epamail.epa.gov; Peterson.David@epamail.epa.gov;
Ng.ManChak@epamail.epa.gov; Gutro.Doug@epamail.epa.gov;
Brill.Larry@epamail.epa.gov; Falvey.Jeanethe@epamail.epa.gov;
stanley.elainet@epamail.epa.gov; Coyne, Joseph (DEP);
jborkland@apexc.com; cmyers@apexc.com
Subject: Fw: City Dredging- Scow Dump Observation (oil sheens)

Kristin and Paul - fyi, please see the attached email describing oil sheening at the current CAD cell operation. We should discuss further to see what additional engineering controls can be put in place to

mitigate this.

Dave

----- Forwarded by Dave Dickerson/R1/USEPA/US on 03/27/2009 03:01 PM

"L'Heureux, Paul
G NAE"
<Paul.G.L'Heureu To
x@usace.army.mil "Mackay, Joseph B NAE"
> <Joseph.B.Mackay@usace.army.mil>,
"Mitkevicius, K C NAE"
03/27/2009 02:27 <K.C.Mitkevicius@usace.army.mil>,
PM "Leitch, Robert A NAE"
<Robert.A.Leitch@usace.army.mil>,
Barbara Bergen/NAR/USEPA/US@EPA,
<dahlend@battelle.org>, "Coyne,
Joseph (DEP) "
<Joseph.Coyne@state.ma.us>,
"Dragos, Paul M"
<dragosp@BATTELLE.ORG>, Dave
Dickerson/R1/USEPA/US@EPA,
William Nelson/NAR/USEPA/US@EPA,
ElaineT Stanley/R1/USEPA/US@EPA
cc
"Beaudoin, Maurice NAE"
<Maurice.Beaudoin@usace.army.mil>
, <mark.gouveia@jacobs.com>,
<steve.fox@jacobs.com>, "Wilson,
Carl" <Carl.Wilson2@jacobs.com>
Subject
FW: City Dredging- Scow Dump
Observation

Tripp Marine made their second dump in the CAD cell at approximately
1220 hrs
on Friday, March 27, 2009. High tide today was at 0907. They departed
the
upper harbor location at 1140 hours. Listed below are my observations.

There was heavy rain last night into this morning. The sky was overcast
and
there was a strong wind blowing out of the northeast. The water in both
the

upper and lower harbor was considerably more turbid because of the precipitation run off.

The material in this scow (as opposed to the last one) has more typical material properties of the PCB contaminated material we dredge. The first scow had the speed bump material dredged near the Coggs Hall Street Bridge which was much more coarse grained. Today's scow was more organic with marine silts and clays and much stronger smelling organics. Much of this odor can be attributed to material deposited from CSO discharge.

Apex was at the dump site performing water quality monitoring and scow positioning in the CAD cell. Within 7 to 10 minutes after dumping, there was a significant amount of oil on the water surface which was about the width of the CAD cell and extended back to the north side of Popes Island. The oil sheen was different in appearance today as it did not look like an emulsion (like the first dump). It had the appearance of the sheen we get when dredging in heavily contaminated areas. It looked like the light "waxy" PCB carrier oil with rainbow colored sheen. Apex and Tripp attempted to put out oil boom to collect the oil. I could not remain on site to see if they were successful. When I left, the oil was still coming out of the CAD and was significantly downstream. I was not able to pick up a plume direction because of the existing water turbidity. H₂S smell was very strong today but was dispersed by a significant wind. I could envision that the oil and H₂S will be significant problems we would need to overcome if we change to CAD cell disposal.

Battelle was in the vicinity of the CAD cell performing velocity gradients. I spoke with Paul and Matt (and Mike Walsh) about what they were able to observe. I told them that Tripp plans to work Saturday and Sunday with a potential dump late in the day on Sunday or Monday. I will give them an updated observation on Monday morning.

-----Original Message-----

From: L'Heureux, Paul G NAE

Sent: Friday, March 27, 2009 11:19 AM

To: 'Dragos, Paul M'; Mackay, Joseph B NAE; 'Skip Nelson'; 'Barb Bergen';

'Dave Dickerson'; 'Dahlen, Deirdre T'; 'Elaine Stanley'; Mitkevicius, K
C

NAE; Leitch, Robert A NAE; 'Coyne, Joseph (DEP)'
Cc: Beaudoin, Maurice NAE
Subject: RE: City Dredging- Scow Dump Observation

During my last observation, I did not account for the dredger working until dark during the last two days. As a result, they are preparing for another dump sometime this afternoon. I will be going out to watch this dump as well.
I do not know yet if they are working the weekend or not. If so, there may be another dump late Sunday. I will forward info as soon as I get it.

-----Original Message-----

From: Dragos, Paul M [mailto:dragosp@BATTELLE.ORG]
Sent: Wednesday, March 25, 2009 5:22 PM
To: L'Heureux, Paul G NAE; Mackay, Joseph B NAE; Skip Nelson; Barb Bergen;
Dave Dickerson; Dahlen, Deirdre T; Elaine Stanley; Mitkevicius, K C NAE;
Leitch, Robert A NAE
Cc: Beaudoin, Maurice NAE
Subject: RE: City Dredging- Scow Dump Observation

Paul:

Thanks for your observations. That's good news that there should be no problem for us to get our boat inside the silt curtain during disposal.

As for the frequency of dumps, we will be ready to go this Monday and standing by. But we can't stand by in New Bedford two days out of three.
There isn't budget for that. Is there anyone with the dredger or APEX that can give you a days notice (or even 1/2 day) of a pending dump? If not, is there someone we can call each day for their status from which we could make an educated guess regarding the next days outgoing tide.

Thanks

Paul

Paul Dragos
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Battelle
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-----Original Message-----

From: L'Heureux, Paul G NAE [mailto:Paul.G.L'Heureux@usace.army.mil]
Sent: Wednesday, March 25, 2009 4:18 PM
To: Mackay, Joseph B NAE; Dragos, Paul M; Skip Nelson; Barb Bergen; Dave Dickerson; Dahlen, Deirdre T; Elaine Stanley; Mitkevicius, K C NAE; Leitch, Robert A NAE
Cc: Beaudoin, Maurice NAE
Subject: City Dredging- Scow Dump Observation

Mark Gouveia, Carl Wilson and myself observed the first dump from Tripp's split hull scow today at 1100 hrs. Tripp Marine communicates on channel 77 on a navigation radio. Listed below are my observations.

1. Dumping times are tied to the tide. The scow was drafting 9.0 feet. They need to leave the upper harbor on an outgoing tide approximately 2 hours after high (to allow clearance of vessels under the bridges. The time from mobilization of the scow to the CAD cell and return is approximately 4 hours. Once dumped, the scow is approximately 10 feet high above water. They must re-enter the upper estuary at low tide or pump water into the scow to lower it. (The scow is new and watertight). There is no way they can make one dump a day. At best, it looks like every third day by the time they are able to get back on station and begin dredging again.

2. The scow is met by a crew at the CAD cell who open the silt curtain gate on the western side of the cell. The scow is position by GPS coordinates into a predescribed location for dumping. The silt curtain door is closed (sort of) once the scow is inside. There is plenty of room inside the silt curtained cell for our observation boat. Tripp was asked by Apex if we could get inside with them and they have no problem with that.

3. Wind was very brisk out of the north. There was a fairly good H2S smell from the full barge and also following the dump. We observed the dump from the downwind location to the south. Once the dump happened, there was very little turbidity observable from our location other than an area adjacent the

scow. Within ten minutes, a light, foamy emulsified oil sheen was observed exiting over and possibly under the silt curtain. It was not a heavy rainbow sheen that we have seen in the upper harbor at times. We also observed the water getting turbid outside the curtain. Given the wind conditions, tracking an exit plume was very easy.

4. Tripp Marine deployed some oil absorbent rags in the oily areas. I suggested to Chet Meyers, (Apex) that they have some oil boom available onsite in case there is significant oil that needs to be collected. He asked me if I was requiring them to deploy oil boom as well as the curtains. I stated that I had no legal standing in their contract but told them how we use oil boom strung between two boats to corral floating oils.